COTTAM & Co.,
OUTFITTERS.
LATEST NOVELTIES IN SCARVES & TIES, CYCLING HOSE CYCLING CLIPS, CLOTH CAPS, &c., &c., &c.

The Hongkong Telegraph.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL, CARLILL & Co., General Agents.

ESTABLISHED 1881.

NEW SERIES No. 718. 光緒二十三年九月十二日 THURSDAY, OCTOBER 7, 1897. 四禮禮拜 香港英文日報 第七號

THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3¾ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 2nd June, 1897. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 7,000,000
RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.
C. Beurmann, Esq. | A. I. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 13th August, 1897. [8

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [9

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chan Kit Shan, Esq.
H. Stoltenhoff, Esq. | Chow Tung Shang, Esq.
J. T. Lauts, Esq. | Kwan Hoi Chuen, Esq.

Acting Chief Manager,
GEO. MUNRO.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 11th August, 1897. [7

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [28

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333-33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1886. [26

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [30

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPECTACLES.
Nos. 54 & 56, Queen's Road Central. [40

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-FOURTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 4 the Praya, Hongkong, on WEDNESDAY, the 13th October, 1897, at NOON, for the purpose of receiving the report of the Directors together with statements of accounts for the year 1896 and for the half year ending the 30th June, 1897, and of declaring Dividends.

The TRANSFER BOOKS of the Society will be CLOSED from the 3rd to the 13th October, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 20th September, 1897. [1341

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 3 o'clock P.M., on MONDAY, the 18th October.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to the 18th October, both days inclusive.

JARDINE MATHESON & Co.,
General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 24th September, 1897. [1468

NOTICE.

I, THE Undersigned former Proprietor of THOMAS'S GRILL ROOM hereby give notice that the business of THOMAS'S GRILL ROOM has now been SOLD and that all CLAIMS whatsoever against the said THOMAS'S GRILL ROOM up to the 30th September last must be sent to me at the said THOMAS'S GRILL ROOM on or before the 30th October next.

No CLAIMS will be received after that date.

NG PAK TO.

Hongkong, 1st October, 1897 [1500

FOR SALE BY TENDER.

TENDERS are invited for the purchase of one Robey horizontal tubular 9 H. P. locomotive Boiler, mounted on wheels for transport, nearly new, as it now stands in the ARSENAL YARD, and where it may be seen on application.

TENDERS marked outside "TENDERS for BOILER" addressed to the Ordnance Officer, Army Ordnance Department to be sent in on or before 12 Noon on the 15th instant. The Ordnance Officer does not bind himself to accept the highest or any TENDER.

W. SWAN, Lieut.,
Ordnance Office.

Hongkong, 6th October, 1897. [1527

JUST UNPACKED.

VARIETIES IN CADBURY'S CHOCOLATE SWEETS.

CHOCOLATE Almonds, Cremes, Caramels, Macaroons, Mexican, Nougat, Vanilla, Xmas Trees.

In Baskets and Boxes of various pretty designs suitable for presentation:—

TO BE SOLD LOOSE BY Lbs.

Also

Callard and Bowser's Butterscotch and assorted Toffees, Almond Rock, &c., &c., &c.

10 PER CENT. DISCOUNT FOR CASH.

H. RUTTONJEE,
13, D'Aguilar Street, Hongkong,
and
18 & 19, Elgin Road, Kowloon.

Hongkong, 6th October, 1897. [1528

Amusement.

PROMENADE CONCERT
in aid of the Funds of the
HONGKONG LADIES' BENEVOLENT SOCIETY
to be held at the
HONGKONG VOLUNTEER HEAD-QUARTERS,
ON
SATURDAY, the 9th October, 1897,
at 9.15 P.M.

PROGRAMME:—

PART I.

1. March.....'Pere la Victoire'.....Gaune.
The Band.
2. Quartette.'A sad disappointment'McChesne.
Messrs Mirrow, Hill, Grace and Barrett
3. Selection .....'Faust'.....Gounod.
The Band.
4. Song ... {'Oh! How I love Thee' (Opera "Cigarette.")} H. Parry.
Mr. A. C Van Nierop.
5. Piccolo Duet.'Les Oiseaux de Passage'.Kling.
Corporal Harper and Musician Lytton.
6. Quartette...'The Evening Bell'...Franz Abt.
Messrs. Mirrow, Hill, Grace and Barret.
7. Cornet Solo .....'Serenade'.....Braga.
Musician Haley.
8. Song...'To Althea from Prison'...Whinfield.
Mr. C. H. Grace.
9. Valse Brillante, (Op. 18).....Chopin.
The Band.

INTERVAL

PART II

1. Grand Military Potpourri {'The Battle of Waterloo'} Eckersburg.
The Band.

Synopsis.—Daybreak; morning Gun 4 A.M.—The Reveille sounds. The Camp in motion—The enemy are heard advancing—To horse!—Advance of the British Army in Brigades—They engage the enemy with varying success, but ultimately are victorious—Flight of the enemy and Grand Victory March of the British, concluding with the "Conquering Hero."

With the kind permission of Col. Gordon and the Officers, the Band of the P.W.O. (West Yorkshire Regiment) under the conductorship of Mr. W. G. BENTLEY, A.R.C.M.) will assist in the above programme and will also play the accompaniments of the songs.

TICKETS, $2 each, may be had of Messrs. ROBINSON & CO., who have kindly lent a piano.

Hongkong, 4th October, 1897. [1518

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Thames*	E. R. Dowell, R.N.R...	Daylight, 8th Oct	Freight or Passage.
LONDON	*Sumatra*	J. Cowie, R.N.R.....	About 16th Oct...	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th October, 1897. [5

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [48

BASS'
LIGHT GRAVITY ALE.

TRADE MARK.
Hong Name:—
YUEN WO.
TELEPHONE, No. 135.

Per cask of 4 doz. Quarts.....$15
" 8 " Pints $17

SPECIAL QUOTATIONS FOR QUANTITIES.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th September, 1897. [16

W. POWELL & CO.

LATEST PARISIAN NOVELTIES
IN
CHIFFONS, FAURE NETS, CZARINA CHANTILLIES, GOBELIN GAUZES, MILLINERY DAMASSES, &c., &c.

ALL NEW GOODS.

Hongkong, 18th September, 1897. [19

TRY THE CURRY AT THE HONGKONG HOTEL.

HONG KONG PRIME BEEF & MUTTON CORNED BEEF &c TONGUES VEAL SAUSAGES
11 CENTRAL 13 MARKET 15
BUTCHERY

Hongkong, 1st May, 1897. [116

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

1245] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.

A Covered Way is being constructed from the Station to the Hotel.

THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.

GEO. J. CASANOVA, *Manager.*

CITY OFFICE, No. 7, Duddell Street. [1353

Ex. P. & O. S.S. SOCOTRA.

CHAMPAGNE.

	Per 6 Magnums.	Per 1 doz. bot.	Per 2 doz. ½ bot.
Veuve Clicquot, vin 1892	—	$49	$52
Bollinger & Co, extra quality	$46	$43	$46
Piper Heidsieck, vin 1889.....	—	$39	$42

HOCK.

Liebfraumilch (Direct from Deinhard & Co.).....	—	$25	$27

TELEPHONE—75.

CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS.
AGENTS FOR HONGKONG AND CHINA.
FOR ABOVE BRANDS.

15, *Queen's Road,*

Hongkong, 25th September, 1897. 14

AMANO NATURAL MINERAL WATER.

THE MOST PLEASING TO THE TASTE.
ONCE TRIED, ALWAYS PREFERRED.
SAMPLE BOTTLES MAY BE HAD
FROM

L. M. ALVARES & CO.,
SOLE AGENTS IN CHINA.

Hongkong, 4th August, 1897. [443

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.

In cases of 1 doz. bot. .....$24 per case.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1897 [26

W. BREWER & CO.

STRAND Musical Magazine, Vols. 1, 2, 3. Special offer $3 per vol.

Naval Gunnery, by Capt. Garbett .....$	3.00
Queen's Regulations for the Army	1.00
Queen's Regulations for the Navy	4.00
Infantry Drill	.70
Musketry Instruction.....	.70
Naval Warfare of the Future, by Hannekar	2.00
The Queen's Reign and its Commemoration, by Sir Walter Bassent	6.75
England's History, as Pictured by Famous Painters .....$	6.75
Carlyle's French Revolution (New Edition in 1 vol.)	3.00
Hazlett's Life of Napoleon 3 vols.	16.00
The Final War, by Tracay	4.00
British Central Africa, by Sir H. H. Johnstone.....	12.50
Life of Her Majesty Queen Victoria	2.50
Redan Windham	2.50

Hongkong, 27th September, 1897. [18

CAN'T STOP IT!
A TIDAL WAVE OF POPULARITY.

THE BEST MOST WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong. [13

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Sommerville, will be despatched as above TO-MORROW, the 8th instant, at 10 A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th October, 1897. [1524

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Dickens, will be despatched as above on SATURDAY, the 9th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th October, 1897. [1366

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain Kynoch, will be despatched as above on SATURDAY, the 9th instant, at 4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th October, 1897. [1516

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"THAMES,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *China*.
From Zanzibar, *ex* S.S. *Goa*.
From Persian Gulf, *ex* S.S. *Chanda*, *Simla* and *Hoosinee*.
From Madras, *ex* S.S. *Lucciana*.

Goods not cleared by the 12th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 7th October, 1897. [5

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the Best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong 1st March, 1897 1509

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897. [460

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE $1 PER COPY,

at the office of the
"HONGKONG TELEGRAPH,"
No. 6, Pedder's Hill.

Hongkong, 7th May, 1897. [761

Intimation.

A. S. WATSON & CO.,
LIMITED.

BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:—

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(*For Invalids and General Use*).

	Per doz. Case.	Per Bot.
B VINTAGE, superior quality, Red Capsule	$14.40	$1.20
C FINE OLD VINTAGE, superior quality, Black Seal Capsule	16.20	1.35
D VERY FINE OLD VINTAGE, extra superior, Violet Capsule (*Old Bottled*)	20.40	1.70

SHERRY.

	Per doz. Case.	Per Bot.
B SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80	$0.90
C MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00	1.00
CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00	1.00
D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40	1.20
E EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40	1.70

B, C, and C. are excellent dinner Wines or for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

CLARET.

	Per Case. 1 doz. Qts.	Per Case. 1 doz. Pts.	Per Bot. Qts.	Per Bot. Pts.
B ST. ESTEPHE, Red Capsule	$ 6.96	$ 7.56	$0.60	0.35
C ST. JULIEN, Red Capsule	9.00	9.60	0.75	0.40
D LA ROSE, Red Capsule	12.96	13.92	1.10	0.60
SAINTE FOY	7.20	7.92	0.60	0.35
CUSSAC	9.60	10.44	0.80	0.45
CHATEAU D'ANGLADE	13.20	14.40	1.10	0.60
CHATEAU HAUT BRION LARRIVEY	18.60	19.20	1.60	0.80
CHATEAU MOUTON D'ARMAILHACQ	21.00	22.20	1.80	0.90

Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape, and are not artificially made from raisins and currants, as is generally the case with cheap Wines.

BRANDY.

	Per Case, 1 doz.	Per Bot.
A HENNESSY'S OLD PALE, Red Capsule	$18.00	$1.50
B SUPERIOR VERY OLD COGNAC, Red Capsule	21.00	1.75
C VERY OLD LIQUEUR COGNAC	24.00	2.00
V.O. *D* HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 Vintage, Red Capsule	36.00	3.00
V.V.O. *E* FINEST VERY OLD LIQUEUR COGNAC, 1862 Vintage	48.00	4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

	Per Case, 1 doz.	Per Bot.
SCOTCH—		
A THORNE'S BLEND, White Capsule	$10.80	$0.90
B WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80	0.90
C WATSON'S AFELOUR-GLENLIVAT, Red Capsule, with Name and Trade Mark	12.00	1.00
D WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40	1.20
E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00	1.25
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY	14.40	1.20

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda whisky, Thorne's Blend and Watson's Glenorchy are equal to any. Afelour-Glenlivet is a very old Peat Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

	Per Case, 1 doz.	Per Bot.
IRISH—		
A JOHN JAMESON'S OLD, Green Capsule	$12.00	$1.00
B JOHN JAMESON'S FINE OLD, Green Capsule	15.00	1.25
C JOHN JAMESON'S VERY FINE OLD, Green Capsule	18.00	$1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

	Per Case, 1 doz.	Per Bot.
AMERICAN—		
GENUINE BOURBON WHISKY, FINE OLD, Red Capsule, with our Name and Trade Mark	$15.00	1.25

GIN.

	Per Case. 1 doz.	Per Bot.
A FINE OLD TOM, White Capsule	$ 7.20	$0.60
B FINE UNSWEETENED, White Capsule	7.20	0.60

RUM.

FINEST OLD JAMAICA, Violet Capsule	$15.00	$1.25
GOOD LEEWARD ISLAND	6.00	0.50
GOOD LEEWARD ISLAND	$2.50 per Gal.	

LIQUEURS.

BENEDICTINE. BLACKBERRY BRANDY.
CURACOA. MARASCHINO.
CHARTREUSE. HERRING'S CHERRY CORDIAL.
CREME DE CACAO.
PEPPERMINT.
Dr. SIEGERT'S ANGOSTURA BITTERS.

AND

AERATED WATERS.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 11th August, 1897. [6

BIRTH.

At No. 2, Pedder's Street, Hongkong, on the 7th instant, the wife of Mr. A. PIERRE MARTY, of a daughter. [1530

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 7, 1897.

JAPANESE AND WESTERN ART.

The Japanese Government is anxious to send a good collection of Japanese paintings to the Twentieth Century Exhibition at Paris—paintings which shall impress Europeans, and make them admire and respect Japan and feel less supercilious. Therefore the collection must include some pictures in Western style, to show that Japan can excel not only in her own peculiar style, which nobody else ever attempts and which therefore affords no criterion for comparison of East and West. Now, the whole civilised world considers that beauty reaches its highest point in the "human form divine,"—and that the female form in particular excels in grace and artistic beauty. It may be a strange, irrational dogma, but it is the way of the world, and the Japanese cannot expect French judges to be thrown into raptures except by what will please them. Turner's landscapes and Landseer's dogs and horses are indeed placed in the front rank, but for every classic of that sort accorded a niche in the temple of fame there are a hundred of the other sort; and the very best types, at least the types that are regarded as the highest ideals in the world, are such mutilated specimens of sculpture as the Venus de Milo and the Dying Gladiator—human undraped figures. One reason is that in the days of ancient Rome and Greece, physical development of men and women was cultivated habitually, not by everybody perhaps, but generally. The life of their gods and goddesses seems to have been spent chiefly in the open air, and athletic exercises form a large part of the tales of mythology. So they did in Scandinavian mythology, but the climate there was against the practice of economising in clothes. On the other hand, the Japanese have no such athletic traditions constantly before their eyes. There are feats of prowess on record, but the life of their gods and goddesses was not devoted to open air exercise, and physique was not an essential. The modern Japanese are not greatly given to field sports; they have a class of wrestlers, they have muscular wonders among their coolies, but there is no such religion of recreation pervading the race as in the West. Hence, physique has never been worshipped, and the human form in Japan is not divine. For the same reason, the Japanese are unable to appreciate what beauties the nude figure can reveal; and so the painting of it is misconstrued and denounced. Of course, it is not all Caucasians who are physically fit to be seen and admired, but Europeans and Americans as a rule are sufficiently familiar with the ideal to appreciate the study of it. Japanese are not. In their statues and paintings of figures, there is a face and a mass of clothing; and the national posture, an ungraceful and deforming "squat" on the floor, predominates. To habitually sit with the feet bunched in a heap as a cushion for the body, the back bent, and the shoulders drooping into the chest, cannot but be injurious to the physique; and the frequency of this pose in Japanese art shows, not necessarily that the Japanese notion of art is wrong, for they are entitled to their choice as much as we are to ours, but it shows how they fail to appreciate the beauties of the figure, male or female. Having, then, a total incapacity to understand why we admire such pictures, the Mongolian jumps to the conclusion—as indeed some worthy people in our own country do—that the cult has depraved tastes at the bottom of it. At the Kioto Exhibition of 1895, a Japanese artist, Mr. Kuroda, exhibited a picture which he had painted in Paris, or rather a copy he had made from a picture in the Louvre; and there was a tremendous storm in consequence. The painting was, from the French point of view, execrably done, and there was therefore not the excuse that it was a thing of beauty; but that was not the grievance of the Japanese public. They denounced it because it was a picture of a foreign female with no clothes on. Ultimately the Exhibition authorities had to withdraw the picture. Mr. Kuroda is now before the public again, as an advocate of the nude for the Paris Exhibition. He protests against the idea that, if a Japanese Art School allowed a female model to pose for "the altogether," for the students to paint, there would necessarily be unseemly results. The *Japan Times* reports him as saying:—

A School of Fine Art must, from its nature, be distinguished from a Normal School. It is a workshop of artists, if you please to say so. There is, therefore, no impropriety in employing a 'model' in such a place. One who knows anything about fine art will at once understand that it is only by making use of living models that its study can be prosecuted and the height of progress attained. Recently there has been an addition of twenty pupils in my department and the work is becoming more and more satisfactory. If the school could afford to be a little more liberal in its expenses and send a few pupils abroad, it would not take us five years before we could make a fair showing in comparing our work with that of American artists. The obstruction of such painting at this time would mean the exclusion of oil painting from our country. To attempt the suppression of nude painting merely on the ground of morals would be like killing the cow in an attempt to straighten its horns. What I am anxious for the public to do at this time is to distinguish a harmless nude painting from a painting clothed, yet full of baseness.

He may as well save himself the trouble, for it will be a great deal more than five years before any Japanese will be able to paint a human figure; and it will be generations before any Japanese model will pass the world's standard of physical perfection.

TELEGRAMS.

(Special to *Hongkong Telegraph*.)

STEAMER ASHORE.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, October 7th.
11 A.M.

The steamer *Kiangnan* got ashore very badly in the Yangtse, but has now been floated off.

REUTER'S MESSAGE.

GREAT BRITAIN AND BI-METALLISM.

LONDON, October 5th.

The Times states that the United States Bimetallic Commissioners, who have now arrived in London, intend to request the British Government to give a final and immediate reply to their proposals. *The Times* questions the wisdom of entering into negotiations at all; at the root of all these entanglements lies the question, "Is bimetallism wise?" On behalf of Great Britain it has been decided to answer in the negative. If an affirmative answer is given on behalf of India, we shall be caught in a net of contradictory propositions, the keys of both the Indian and British mints being in Downing Street.

Sir D. Barbour, writing to *The Times*, attributes the maintenance of the present rate of exchange to exceptional circumstances, including the large borrowing from England by the India Council and railways. He considers that before many years a disastrous collapse is inevitable, and he strongly urges an international bimetallic agreement in preference to continuing the present situation.

LOCAL AND GENERAL.

THE buying rate for sovereigns is $10.65 per £.

THE French mail steamer *Oceanien* left Saigon for Hongkong this morning.

OWING to the unpropitious weather yesterday, the Volunteers' route march to Causeway Bay last night was cancelled.

THE *Thames*, which experienced some trouble in Singapore, arrived here this morning and proceeded this afternoon for Shanghai.

A CHINESE boy was sentenced to receive ten strokes with the birch at the Magistracy this morning for stealing a brass plate from a boat on its davits in Praya West, belonging to the Sailors' Home.

THE steamers *Ocampo*, *Memnon*, *Thames*, and *Nanyang*, which arrived during last night, all reported a more or less rough experience in the "blow" of the previous night. The *Nanyang* lost a lot of China oil overboard from her decks and it had the effect of considerably smoothing the seas.

THE three men charged with highway robbery and stabbing a man in Kowloon, were brought up on remand at the Magistracy this morning and, after evidence of arrest was given, the case was again remanded till Monday next for medical evidence. The wounded man is still in Hospital but is out of danger.

THE inquest on the body of a woman who was found murdered in Praya West, was concluded at the Magistracy to-day. The following verdict was given: "Death from asphyxia, caused by a wound inflicted on the neck of deceased with some sharp instrument by some person, supposed to be the husband of the deceased, and with the intent to murder."

THE steamer *Memnon*, which arrived from Sandakan to-day, reports that from Borneo to China she had moderate winds and squally weather with thunder and lightning. In China Sea heavy weather was met with and the barometer was falling. The same weather continued throughout the passage, accompanied by terrific squalls and high cross seas.

A CHINAMAN named Go Hing was arrested some time ago on his arrival here from Singapore for a criminal breach of trust within the jurisdiction of the Straits Settlements. He was brought before the Magistrate to-day. Mr. May, Captain Superintendent of Police, said that a witness had arrived from Singapore but could not identify the prisoner. He asked for a discharge as it was feared this was the wrong man, and the Magistrate made an order accordingly.

IN consequence of the Conservancy boat people being scared by the typhoon signal on Tuesday there have been for the past two days immense piles of house-refuse along the Praya near the Harbour Office and in adjacent by-streets. There are many tons of the stuff piled there, and this morning the stench was sickening. A few hours of sunshine would turn the whole mass into a very first-class fever-breeding bed. Who, we should like to know, is responsible for this very decided menace to the public health? At least one room at the Harbour Office had yesterday to be temporarily vacated owing to the obnoxious odours thrown off by the refuse.

IN the Summary Court to-day, Kwok Shing, a fisherman, sued Ching Yuet Ting and Kwok Ying, traders, for the sum of $750. Mr. M. W. Slade (instructed by Mr. Almada Castro) appeared for the plaintiff and Mr. J. F. Reece for the defendants. The petition of the plaintiff stated that on or about 14th July, he was indebted to the defendants in the sum of $15. While he was proceeding in his junk that day Kwok Ying pursued him in a steam-launch and seized his junk and caused her to be towed to Yau-ma-ti. Defendants refused to return the junk unless the $15 was returned, and, in order to procure this money, plaintiff was compelled to go to Canton. He returned in August last and tendered the $15 to the defendants and asked for the return of the junk. They refused to return her unless he paid them an extra sum of $5 for launch hire and wages of a watchman. Plaintiff refused and defendants still retained possession of the junk. Owing to these acts of the defendants, plaintiff was deprived of his sole means of livelihood and his usual place of abode, and his loss was $150 per month. He had been compelled to find his food and lodging elsewhere at an increased cost of $25 per month, and the value of the junk was $250. Plaintiff therefore claimed $750 and costs of the suit. The defendants' answer to the petition was simply a denial of every allegation. The case was adjourned till to-morrow morning.

THE steamer *Indrani* had a narrow escape of being run down by the American ship *Le Schoppa*, whose anchors were dragging during Tuesday night's blow in Hongkong.

THE Governor of Chekiang has procured three large steam launches to patrol the waters around Ningpo, Wenchow and Taichow, which are infested with pirates.

THE steamship *Ellen Rickmers* and the steamship *Elizabeth Rickmers* have been withdrawn from the China line, owing to both steamers having been chartered by the North German Lloyds Company, to be employed on the Baltimore and Galveston route in place of the boats of the Crefeld class hitherto running to those ports.

THE *Sekai-no-Nippon* has discovered that there is likely to be a hitch in the coming into force of the new treaties. One year before they come into operation the Japanese Government must be able to report that all the Powers have signed them. This cannot yet be done, as Austria has up to the present remained as obstinate as France in the matter, and if the treaties with these two countries are not ratified by July next the coming into force of all them will have to be postponed. In that case there are foreigners in Japan who will probably send congratulatory addresses to the French and Austrian Government.

SOME ancient caves, once inhabited by an unknown race, says the *Japan Mail*, have been discovered near Uyeno Park, on the slops of the Dokan-yama between Uyeno Station and Oji Station. A few years ago the authorities, with the intention of constructing a railway station to be called Tabata Station, commenced working there, and lately upon further excavation of the Dokan Hill some regular caves were found. Investigations made by experts show that the caves were once inhabited and the construction of the inner parts coincide with those seen in mountainous districts in Formosa, while some of the utensils found in the caves also resemble those found in Formosa, being very different from articles formerly used by the Ainu race or others.

A JAPANESE paper says it has at last been decided to hold a ceremony early in October in connection with the Osaka harbour works. It is proposed to invite about 2,000 persons, including the Minister and Vice-Minister of the Home Department and other prominent officials. A steamer of about 3,000 tons will be moored in the middle of the proposed harbour and the function will take place on board. Ten smaller steamers will be engaged to convey the guests. About a hundred lighters will be decorated, and from some of these there will be pyrotechnic displays. Service will be held in the Ikutama, Kezu and Toyokuni shrines on the morning of the celebration day, and all the other shrines in Osaka will hold festivals on that day and the day following. A service will also take place at the Sumiyoshi shrine, as the deity there is supposed to preside over maritime affairs, possessing the power to avert accidents.

RETURNS made by the Japanese Communications Department show that the railway accidents on the lines throughout the Empire during last year were as follows:—

	Mileage.	Collisions.	Derail.
Government lines	4,806	60	90
Japan Railway	3,254	2	13
Sanyo "	1,498	4	11
Ryomo "	177	—	1
Iyo "	118	—	16
Osaka "	579	7	11
Kiushu "	1,121	—	11
Kwansai "	400	2	6
Chikuho "	389	24	59
Sitsu "	87	—	1
Sano "	65	1	3
Banian "	131	—	1
Hoshu "	114	—	5
Nara "	200	—	1
Boso "	69	—	1
Nano "	23	—	40

IN compliance with the Naval Minister's orders to the various Prefectural Governors, says the *Kobe Chronicle*, Mr. Omori, the Governor of Hiogo, has issued instructions that "whenever any foreign man-of-war or torpedo-boat appears in any port or bay of this prefecture, the headman of the district shall send an official and enquire whence the vessel came and where she is going, telegraphing a summary of the information thus obtained to the Governor. The head-man is then directed to fill up the form supplied for the occasion, add any important remarks, and send it on by post. Should a Japanese man-of-war be lying in the port visited by the foreign vessel, there is no need to make any enquiries." These instructions read like those issued by the Tokugawa Government fifty years ago. Is Japan expecting a hostile visit?—From what we have seen of Japanese officials, we should imagine the idea is to fill bulky notebooks with statistics of the ships' officers and crew, their ages, birth places, parents' names and occupations, past careers and future prospects, and as much other useless information as they can get.

PROFESSOR BURTON, Consulting Engineer to the Japanese Government, who went to Formosa at the request of the Governor General, and has been travelling through the Island in connection with the proposed water-works there, according to the *Japan Mail*, recently made a report of his investigations. In it he states that the district of Hozan is the most unhealthy portion of the Island and it is very difficult to supply drinking water on account of the unfavourable situation of the district, nor can good wells be sunk, as the under-stratum is rocky. He therefore recommends, as the Japanese Prefectural Office and other bureaux are not yet established there, to build a new town on the site of Hyakusekicho, the ruins of an ancient town located between Hozan and Takao, and there to establish the various Government offices. He further adds that the locality of Kagi is also an unfit site whereon to build a town, though not so bad as Hozan, but he prefers an extent of tableland about two miles from Kagi, where clear streams of water for the supply of water-works are found, while the climate is also more favourable than at other places.

IN reference to the recent case of piracy in the Mediterranean, the New York *Maritime Register* says it would seem as if the navies of the European nations were large enough to spare one or more war vessels to stop the pirate nuisance in the Mediterranean. The recent ransacking of the Italian bark *Fiducia*, while on a voyage from Paracagoula to Marseilles, and the carrying off of the Captain and two of the crew, is nothing to the countries which border upon that sea. Acts of this kind should be visited by the direst punishment upon the offenders, and the provinces to which they belong should be made to give guarantees for the good behaviour of their people toward foreigners that frequent the waters of that locality. One or more war vessels cruising in the part of the Mediterranean that the *Fiducia* was in when boarded by pirates would prove very disheartening to the latter and soon break up this nuisance which, if but little or no notice is taken of it, is likely to become more extended and at the same time encourage the miscreants to greater boldness. It is full time that a quietus be put upon the latter. Moral suasion goes for naught. An object lesson in the shape of a modern iron-clad is about the only means that could be employed to put an effectual stop to it.

THE obstinacy of the Chinese boatmen of Hongkew, says a Shanghai paper, in defying the orders of the Customs officers and wharfingers when requested to clear their boats for steamers to get alongside the wharves, has resulted in the loss of life as well as damage to several of their boats. Shortly after the s.s. *Teucer* had left the Associated Wharves, a number of sampans and other small craft took possession of the entire place and despite the protests made by a wharfinger and a Customs officer, who requested the boatmen to remove their boats as the s.s. *Kweilin* was just coming alongside the wharf, they persisted in remaining there. The *Kweilin* had just then come up the river, and as the berth vacated by the *Teucer* was allotted to her, she swung round and steered straight for the wharf, where a number of boats were smashed, thereby precipitating some of the boatmen into the water. It is reported that four men have been drowned. We may mention that those on board the *Kweilin* had given the boatmen ample warning to keep clear of the wharf.

THE Tientsin *Times* says that a distinguished party of visitors has lately been at Hsiao-chan, including the Russian *Charge d'Affaires* Mr. Pavloff Col. de Wogack, Captain Stradeskey, Lieut. Rossoff, when the troops were paraded in their honour. They expressed themselves as greatly surprised and pleased at the appearance of the men, but suggested that a far greater degree of efficiency would naturally result if the troops were drilled by Russian military instructors. H. E. Yuan, while admitting the force of this remark, just in the tone and manner our smart Chinese official knows so well how to call to his aid when occasion demands, declined the tempting offer on the ground that there were no funds available for the luxury of Russian instructors. Nothing daunted the party appear to have tackled the next man, at Lu Tai, where three stalwart subjects of the Tsar have been engaged to propound the mysteries of Russian "pom, pom, pom, pom," as poor Gordon called it. These gentlemen will be called "advisers," not instructors.

IN regard to the proposal to increase the Japanese postal rates, the *Hochi Shimbun* states that the investigations have progressed to such a stage that the proposal may be submitted for the consideration of the Diet in the forthcoming Session. The increases, it is proposed, shall apply to telegraph rates also, and it is estimated that 13 to 20 million yen will thus be added to the revenue in five years. The additional revenue is to be applied chiefly to the extension of the telegraphic service, about 23 million yen being needed. The *Hochi* remarks that the length of the telegraph lines in Japan now exceeds 30,000 miles, and the Department of Communications proposes to treble the present mileage. The money paid during the last twenty-nine years to construct the existing 30,000 miles of the line has amounted to not more than 2,700,000 yen. That the Government could construct with this small sum such a considerable length of line, by which the public is now so greatly benefited, the *Hochi* regards as "wonderful success," and adds that owing to the general rise of prices (including wages) telegraph lines cannot now be constructed so cheaply. When the proposed extension of the telegraph line has been completed, the telegraph rates, it is stated, will be again reduced to the present figures.

A SHOCKING story of the bush is contained in Australian papers to hand by the last mail. On the 4th ult., at Wagga, N.S.W., a magisterial inquiry was held by the district coroner, Mr. G. H. Tempest, on the bodies of three children, Daisy Kendall, 5 years of age, Anastasia Kendall, 4, and Elsie Kendall, 3, found dead in the bush near Crainbob on the previous day. A deal of evidence was taken which was to the effect that the children strayed from home a week before and that up to the time of the finding of the bodies, large parties had been searching the country for miles around. Two of the children were daughters of Robert and the other one of Henry Kendall, selectors. The children were found by the wife of a farmer, her attention being directed to the spot by seeing some crows flying round. She went there and saw a dead sheep, which the crows were after, and close by found the children. Dr. Thane deposed that he examined the bodies, which were scantily clothed. The children had no hats, boots, or stockings on. There were no marks of violence about the bodies. Decomposition of the faces had commenced. The bodies were well nourished, and there were no signs of struggling. He was of opinion that death was due to exposure and shock, and took place from three to five days before. The coroner recorded a finding in accordance with the medical testimony.

THE many friends of Col. Mosby, formerly U.S. Consul here, will be pleased to learn that he is now completely recovered from the accident which so nearly proved fatal, and that he may possibly come out here again. A San Francisco paper of 5th Sep. says:—After many months' absence Colonel John S. Mosby returned yesterday from his old home in Virginia, where he came near leaving his bones. When he left this city for Washington early in the spring on legal business he only expected to be away a few weeks at the most. An accident befell him, however, that not only delayed his return for months, but placed his life in extreme danger. Thanks to his robust constitution and to excellent medical care, he comes back to San Francisco as vigous and alert as ever, but with a memento of his narrow escape from death in the form of a fracture of the left frontal bone and an artificial eye, which replaces the left optical organ that was destroyed by the kick of a horse. A resultant change in the Colonel's appearance is the wearing of a pair of spectacles, not so much for the sight of his remaining eye as for the protection which it affords the injured socket. The accident took place on April 23rd last while Colonel Mosby was being driven in a carriage by a lady in the vicinity of the University of Virginia at Charlottesville, near where he was born and in which institution he completed his education. The harness became disarranged, and, as Colonel Mosby leaned over to adjust the breeching, the dashboard gave way. He was precipitated under the hoofs of the frightened animal and kicked into a condition of insensibility from which he did not entirely emerge for days, while for some weeks his life hung by a thread. He was conveyed to the University hospital, and, in response to telegrams, Dr. Lincoln, who had been General Grant's physician, came on from Washington, and Dr. McGuire, surgeon of Stonewall Jackson's corps, in whose arms the great Confederate leader expired, hurried from Richmond. Meanwhile, however, Colonel Mosby had undergone an operation at the hands of Dr. Hugh Nelson, his left eye having been removed. Of this he was unaware at the time. It was several days after he had regained consciousness that the fact was made known to him. Then he showed the grit for which he is famous. Mosby's only remark, if it can be so called, was to quote the following lines from *Childe Harold*:—

"Blind old Dandolo,
The octogenarian chief, Byzantium's conquering foe."

Two months were required for Colonel Mosby's recovery. Before leaving Washington he was informed by the President that he would be nominated to some position, either a consulate or a mission. He is strongly supported, especially by a number of Vermont men, whose friendship he gained during the war by his treatment of soldiers from that State whom he took prisoners.

THERE is a rumour current, say a native paper, that H.E. Chang Yin-huan, Special Ambassador to England for the Diamond Jubilee, has been recently denounced by a Censor and that, in consequence, the Emperor has telegraphed to H.E. to return to Peking at once to answer the alleged impeachment. H.E. is expected to leave Hongkong by the *Empress of Japan*, *en route* for Peking.

A VERY rich petroleum vein, says the *Japan Herald*, has been discovered near the upper course of the Saribetsu river, Teshio-gun, Teshio province, in Hokkaido, by two aborigines of Soya, Hokkaido. The petroleum gushes out from three places and falls into a natural basin. The supply is apparently inexhaustible and the quality very good. It is only necessary to remove the sediment to make it fit for immediate use.

WITH regard to the modified Section 22 of the U. S. Dingley Tariff Bill, which imposed a discriminating duty of 10 per cent. *ad valorem* on all goods imported into America in foreign bottoms, but was temporarily suspended as soon as it became law, the *Kobe Chronicle* is informed that a telegram has been received in Kobe from America, stating that the U.S. Attorney-General has given it as his opinion that the differential duty of 10 per cent. will not be enforced.

JUST at present there seems to be a regular epidemic of riots in Japan, says the *Advertiser*. A few days ago some of the inhabitants of a place called Kosuda, near Niigata, dissatisfied with what they considered the negligence of Mr. Kanjuro Umekawa, the headman of the village, in only temporarily patching up a broken river embankment, called a meeting and proceeded *en masse* to make things lively for him. On Sept. 13th some 800 of them took choppers and that variety of adze which does duty for a spade in Japan, and proceeded to "interview" him. On the way to his house they had to cross a bridge, and here, like Horatius of old, stood a police inspector with a couple of subordinates. After he had harangued the mob to no purpose he drew his sword, but this only made things worse, and he was fairly mobbed from his position. The victorious mob then advanced on the house of Mr. Umekawa and had a good time in smashing things up. Then they went to the District Office and clamored for the dismissal of the unpopular headman.

THE engine for the Japan Cotton Spinning Company's factory at Nishinomaya recently arrived from England, says the *Kobe Chronicle*. It was tested on the 16th September, with satisfactory results, and since that date the machinery has been at work. The factory, which will engage in weaving as well as spinning, at present has 204 looms with 15,000 spindles, but it is built to accommodate 500 looms and 23,000 spindles. The *Shogyo Shimpo* reports that the liquidating committee of the Tokiwa Cotton Spinning Company held a meeting on the 17th ult., at Osaka, and after a deal of discussion decided to send two delegates to Shanghai to find purchasers for the machinery ordered and for the site acquired by the Company at that port. In the event of the delegates failing to secure buyers at Shanghai, the committee is resolved to ask to have the contract for the machinery cancelled. Several intending purchasers, it is stated, have appeared, but the negotiations have fallen through in every case. Recently Messrs. Sassoon, the Indian merchants, offered to buy the machinery, and a Chinese at Shanghai offered to take over the site. Replies have been made to these offers, but it is hardly expected that they will prove acceptable. It is added that some of the contractors supplying the machinery are pressing the company to take delivery of the goods.

THE QUEEN'S ROAD ASSAULT CASE.

THE MAGISTRATE'S DECISION.

At the Magistracy this morning, before Mr. H. E. Wodehouse, the charge of assault preferred by Wong Wang Leung, clerk at the Observatory, against Mr. Gedge, was brought up on remand. Mr. Gedge was willing to express his regret to the Magistrate but declined to apologise, and the cross-summons against Wong Wang Leung was proceeded with. Mr. Gedge gave evidence and his statement has already appeared in our columns on the 5th inst.

His Worship—I understand that you decline to apologise to the defendant.

Mr. Gedge—I do.

His Worship—As I left the case the other day, I expressed the opinion that it was one that might have been settled outside and if the different parties did not choose to settle it that way I would give my decision to-day. Since the case was adjourned I have now had the opportunity of hearing the defendant (Mr. Gedge) give his evidence on oath and also his description of what occurred. I am of opinion that defendant (Mr. Gedge) is in no way to blame for what occurred considering the whole of this unfortunate incident began entirely, in the first place, from the accidental hustling of the plaintiff and in the next place, from the improper behaviour of the plaintiff after the mistake was made. If it is true that he made use to Mr. Gedge of such an expression as alleged and also a filthy Chinese expression, I say that if he received any blows he only received what he deserved. From the first I had doubts as to what would make the defendant strike the Chinaman in the way he describes, without apparently the slightest provocation. The account now given by Mr. Gedge is an entirely reasonable and rational explanation of what happened. I believe entirely in his story, that he did not intend to strike the complainant any blow and only put out his hand against him because he was coming towards him in a stupid and lumbering way, and looking in another direction. If it had ended there it would have been all right but the Chinaman was quarrelsome and took steps to bring the matter before the Court. I am of opinion that the defendant, Mr. Gedge, who was summoned in the first instance, was not in the slightest degree to blame and the summons is dismissed. If he wishes to press his summons against the Chinaman, I will take it. (To Mr. Gedge.) Do you wish to go on with the summons?

Mr. Gedge—I do, most certainly. I think I am entitled to do so.

The defendant (Wong Wang Leung) asked for the case to be remanded.

His Worship—I shall not do so.

Defendant then commenced a series of irrelevant questions which tried the patience of all present to the extreme. At length the Magistrate stopped him and said—I have already expressed an opinion that I consider you to blame in this affair, and I am inclined to give you an opportunity of expressing regret at what occurred and then I will let the matter drop. If you are not inclined to do that, I will settle the matter myself. The plaintiff, Mr. Gedge, was willing to express regret for what had occurred but I have not found it necessary. In this case it is necessary, considering the whole thing occurred through you, and I give you an opportunity of expressing your regret. I understand that you are annoyed at it, but he (Mr. Gedge) had no intention of striking you the blow that was intended for warding off the Chinese. (After a short pause). Are you willing now to express regret at the occurrence? I am not calling on you to apologise to Mr. Gedge.

Defendant (through the interpreter)—I wish to say that, being a gentleman, I regret very much that this thing happened.

His Worship—That is not the kind of expression of regret that I want. Are you willing to give an expression of regret at the occurrence without qualification?

Defendant made several replies to the Bench.

Mr. Gedge (to his Worship)—You see what kind of a man he is; a cheeky fellow, and he thinks that he can have the street for himself and all the Europeans have to go out. I ask your Worship to impose a penalty; that is only justice to the Europeans.

Defendant—I was born in a British colony.

His Worship—It has nothing to do with whether you are a Chinese, Arabian, Turk or American. It is not a question of race at all. It is a question of a collision in the street. In saying that you are in the wrong I am not saying that you are in the wrong because you are a Chinese. The reason I say you are in the wrong is because of what you did in the whole affair. At first I was inclined to think that Mr. Gedge was in the wrong. I have now reviewed the whole story and I find that you are in the wrong. As you wish to leave the matter in my hands and won't express regret in the proper form, I will settle the case by fining you $10.

THE HAWAIIAN ANTI-ANNEXATIONISTS.

An anti-annexation mass meeting was held at Honolulu on September 8th, which, according to the *Bulletin* of that place, was not very largely attended nor very representative. The above-named journal in its issue of September 7th says:—

As stated in yesterday's *Bulletin* there were but two speakers at the so-called native mass meeting last evening, J. K. Kaulia and Kalauokalani. There were about two hundred natives present and probably one hundred of other nationalities, attracted to the scene by curiosity. At no time were there more than 350 people present during the meeting.

In its editorial columns the same paper observes:—

In proportion to the Hawaiian population of Honolulu, the mass meeting against annexation yesterday evening had a small attendance. One member out of every native family in Honolulu would have given an assembly of 2,200 to 2,500 people. Yet, with a considerable proportion of women, the attendance was not a fifth of that range. This is a telling exhibit which no amount of assertion will countervail. While it does not show that the Hawaiians who stayed away are generally in favor of annexation, it goes far to prove the extravagance of statements on the other side regarding the extent and degree of native opposition.

ALIEN IMMIGRATION INTO THE GREAT COLONIES.

The Right Hon. J. Chamberlain, in the course of his speech to the Colonial Premiers, said on this vexed question:—"One other question I have to mention, and only one—that is, I wish to direct your attention to certain legislation which is in process of consideration, or which has been passed by some of the colonies in regard to the immigration of aliens, and particularly of Asiatics. I have seen these Bills, and they differ in some respects one from the other, but there is no one of them, except, perhaps, the Bill which comes to us from Natal, to which we can look with satisfaction. I wish to say that Her Majesty's Government thoroughly appreciates the object and the needs of the colonies in dealing with this matter. We quite sympathise with the determination of the white inhabitants of these colonies, which are in comparatively close proximity to millions and hundreds of millions of Asiatics, that there shall not be an influx of people alien in civilisation, in religion, and in customs, whose influx, moreover, would most seriously interfere with the legitimate rights of the existing labour population. An immigration of that kind must, I quite understand, in the interests of the colonies, be prevented at all hazards, and we shall not offer any opposition to the proposals intended with that object. But we ask you also to bear in mind the traditions of the Empire, which makes no distinction in favour of or against race or colour; and to exclude, by reason of their colour or by reason of their race, all Her Majesty's Indian subjects, or even all Asiatics, would be an act so offensive to those peoples that it would be most painful, I am quite certain, to Her Majesty to have to sanction it. Consider what has been brought to your notice during your visit to this country. The United Kingdom owns, as its brightest and greatest dependency, that enormous Empire of India, with 300,000,000 of subjects, who are as loyal to the Crown as you are yourselves, and among them there are hundreds and thousands of men who are every whit as civilised as we are ourselves; who are, if that is anything, better born, in the sense that they have older traditions and older families; who are men of wealth, men of cultivation, men of distinguished valour, men who have brought whole armies and placed them at the service of the Queen, and have in times of great difficulty and trouble—such, for instance, as on the occasion of the Indian Mutiny—saved the Empire by their loyalty. I say you, who have seen all this, can not be willing to put upon those men a slight which I think is absolutely unnecessary for your purpose, and which would be calculated to provoke ill-feeling, discontent, irritation, and would be most unpalatable to the feelings, not only of Her Majesty the Queen, but of all her people.

What I venture to think you have to deal with is the character of the immigration. It is not because a man is of a different colour from ourselves that he is necessarily an undesirable immigrant, but it is because he is dirty, or he is immoral, or he is a pauper, or he has some other objection which can be defined in an Act of Parliament, and by which the exclusion can be managed with regard to all those whom you really desire to exclude. Well, gentlemen, this is a matter I am sure for friendly consultation between us. As I have said, the colony of Natal has arrived at an arrangement which is absolutely satisfactory to them, I believe; and remember they have, if possible, an even greater interest than you, because they are closer to the immigration, which has already begun there on a very large scale, and they have adopted legislation which they believe will give them all that they want, and to which the objection I have taken does not apply, which does not come in conflict with this sentiment which I am sure you share with us; and I hope, therefore, that during your visit it may be possible for us to arrange a form of words which will avoid hurting the feelings of any of Her Majesty's subjects, while at the same time it would amply protect the Australian colonies against any invasion of the class to which they would justly object."

On this question a full exchange of views took place, and though no definite agreement was reached at the meeting, as the Premiers desired to consult their colleagues and Parliament on the subject, Her Majesty's Government have every expectation that the natural desires of the colonies to protect themselves against an overwhelming influx of Asiatics can be attained without placing a stigma upon any of Her Majesty's subjects on the sole ground of race or colour.

SITUATION ON THE INDIAN FRONTIER.

General Sir Robert Low, who commanded the expedition two years ago that operated through the Swat Valley for the relief of Chitral, has been interviewed by a representative of the "Central News." Sir Robert took no pessimistic view of the situation in the North-West of India. We have enough troops there, he said, and they could restore order in a very short time. It would be unwise to move if they could avoid it for another three weeks at least, until the climate gets more healthy; and they would require at least a fortnight or so to collect transport, because it would require to be mule transport, at least, for the advance line.

None of the tribes will be able to join together in the way of massing, but they might by rising and fighting in their own country. The Orakzais are on the move, and there is a good deal of unrest. It is impossible, when there is a wave of fanaticism, to say how far it will spread, but they could be dealt with with the greatest ease. With the troops in the Swat Valley, at Malakund, in the Tochi Valley, and at Peshawur, as they are at the present moment, if any of them advanced it would be quite impossible for the tribes opposite those different forces to combine to assist each other; they would have to look out for themselves. So there can be no real difficulty in bringing any one of the tribes to order. Our position at Malakund shows the true position we should occupy with reference to the tribes we are in contact with. You cannot make friends with a tribe unless you are in contact with them. At Malakund we have got a position which is close to our reserves and within easy communication; and instead of these tribes, when they break out, coming down into the plains and raiding our villages, they are forced to attack a strong position from which, directly we pour our reinforcements in, we can strike at them with effect, as General Blood has just been doing, making short work of them. When the Afridi rising is put down, we ought to take possession of the Tirah Hill, which dominates the whole of the Afridi tribes. There is serious fighting in store with the Afridis unquestionably, but they must be punished, and the way to keep them quiet in future is to take up a position which dominates them. It will be necessary to make a road, as we have done up to Malakund—one by which we could slip troops up easily."

"Will there be any serious difficulty in reopening the Khyber Pass?"

"We have sufficient troops on the frontier now to reopen the Khyber Pass in a few hours if necessary, but there is not the slightest necessity of doing it until we have punished the Afridis; and it would be well, if possible, to put it off for three weeks, as it is frightfully hot there just now. It is not worth garrisoning the Khyber Pass with our own troops. In these narrow places you cannot put a large number on to the crest of a hill because of sanitary conditions. There is the water supply to be considered, and it is impossible to locate a large number in a small space, having due regard to health."

Sir Robert had a word of warning for British newspaper readers.

"They see," he said, "a flaring account in the newspapers of forts being burnt, but these forts are mere barracks. For the last fifteen or sixteen years they have been simply turned into living places for the tribal levies. They have no pretentions to being forts in any way. I do not suppose there are any remains of the old fortifications of the time of the Afghan war. People think the taking of Ali Musjid is another Metz, while in reality it is nothing but a group of huts."

Asked as to the causes of the feeling of discontent and uneasiness prevalent throughout the whole of India, Sir Robert Low said:—

"It is very much due to our own action. We have to consider not only the frontier, but the interior of the country as well. We have, for many years, allowed treason to be spoken and published, not only by natives of India, but occasionally by our own people in India, and at home. Englishmen look upon this as just so much smoke, but Orientals have not the commonsense of Englishmen. They look upon it as true, and think the nation is becoming weak. This feeling spreads throughout our territory, even to the borders. There is not the slightest doubt that our Indian papers are read in Afghanistan, and made free use of by people who are at enmity with us. We have to look, also, to the fact that, certainly since Lord Ripon's time, we have been educating large numbers of natives, but instead of getting the best of the population who would be prepared to pay for their education, we have got the scum of it, and every man who receives our education, unless he gets Government employment, undoubtedly feels that he is ill-treated and becomes an enemy of the Government. This is also looked upon as a sign of weakness by Oriental princes, none of whom would dream of allowing such a thing on his own territory for one moment.

"As regards the outbreak on the frontier, there is not the slightest doubt in the world that these tribes would never have risen had they not felt perfectly sure in their own minds that they were heavily backed, probably by Afghanistan.

The Ameer is in a very difficult position. When you look to the signs of the last four or five months, to his summoning all the mullahs for a conference, and to his withdrawing his agents from our seaports, there is very little doubt, I should say, that he had thought, like a great many people in India, that we really were becoming weak."

"Has the Sultan any influence in that part of the world?"

"I should say it had nothing to do with Turkey. The Ameer is too conceited a man to look to Turkey for advice.

"Religious fanaticism is no doubt another factor?"

"Anything coming from Afghanistan is sure to be religious fanaticism. The Ameer himself is not such a fanatic as his agents. Probably, his Commander-in-Chief, Gholam Hyder Khan, is the biggest fanatic in Asia. The Ameer is in a difficult position. He poses as the head of Islam in that part of the world, and I do not suppose he himself knew his men were going to fight us; but unquestionably, his Commander-in-Chief did. When I was advancing on Chitral they came across and fought us, and we killed a good lot of them. That was at the very moment when the British public were entertaining Nasrullah Khan. He himself said, and will say now, that it was done without his cognisance, but it was not done without the cognisance of his Commander-in-Chief. That is an impossibility."

Sir Robert Low is opposed to the principle of subsidising native Princes.

"Since the days of our occupation of the Peshawur Valley," he said, "in fact, since the days of the Lawrences, we have invariably dealt with the tribes by giving them subsidies. This is always a sign of weakness, and we should take advantage of this opportunity of putting a stop to that system. Instead of giving them subsidies we should claim from them a nominal tribute of some kind, to show that we are their suzerains. Along the whole frontier we allow them to blackmail us. The point to aim at in reference to these troops is not only that they should remain at peace with us, but that we should have free access through their territory, especially on the Afghan frontier."

"Probably, when the operations against the rebellious tribes are concluded, Afghanistan will quieten down?"

"It is beginning to quieten down now, in my opinion, but in all probability, in the course of the next three weeks, the majority of them would be only too happy to come in. Whether or not we are obliged to occupy a position in the Afridi country, which, it is to be hoped, we shall not, we should avoid at all events introducing our laws and regulations amongst them. All we want from them is that they should be good neighbours, that we should have free access through their country, and that the trade routes should be open.

In conclusion, Sir Robert repeated his warning to the public at home in regard to sensational Indian telegrams, and to the terms they used. Forts, for instance, meant very little indeed. Telegrams from the spot were probably more reliable than those from long distances off, such as Bombay.

The *Globe* publishes some information in regard to the Army in India which is highly interesting in view of what is taking place there. The total establishment of all ranks of the European Army in India is 74,040, of whom 70,563 are non-commissioned officers and privates. The Cavalry amounts to 5,679, Royal Artillery 13,319, Royal Engineers 273, and Infantry 53,740. Of the non-commissioned officers and men, 44,214 are quartered in Bengal, 13,481 in Madras, and 12,868 in Bombay. Our Artillery consists of 88 batteries.

The total establishment of the Native Army in India, including European officers, is 145,000. Of this number 4,531 are Artillery, 23,230 Cavalry, 3,816 sappers and miners, and 113,813 Infantry. The total of native officers and privates is 144,071. Of the latter 83,671 are in the Bengal command, 31,929 in the Madras, and 28,471 in the Bombay. In addition to the European and Native Army there are 17,000 Imperial service troops, with two batteries of mountain artillery. This gives a grand total of nearly 237,000 men, exclusive of the Volunteer force, which includes 11 corps of cavalry, six of artillery, two of engineers, eight of mounted rifles, and 53 of infantry.

There is also a Reserve to be taken into consideration. It is composed of men who have served for not less than five years with the colours. They are called out for one month's training annually, when they receive their eleven months' reserve pay and their training pay for the month. There are 218 Reserve men to every infantry battalion, except the Goorkhas. It is satisfactory to know that in the present emergency many of the men have applied to be taken back to the colours. But one of the most unsatisfactory features of the Native Army is the small proportion of British officers, one to every hundred men. It is absolutely necessary for British officers to expose themselves in leading native soldiers. Even the Goorkhas, who have never been known to waver or turn their backs on the foe, will not advance unless led by British officers. One can therefore imagine how soon, in a modern battle, the eight European officers in a native battalion would be removed by death or wounds.

Without taking an alarmist view of matters, we may be said to have our hands pretty full in India, with the Waziris, Afridis, &c. The Waziris have always given trouble, and we have sent punitive expeditions against them over and over again since the annexation of the Punjaub in 1848. In 1860-61 we sent an expedition against them, and after that there was frequent fighting until 1873. We fought them again in 1881, when they learned a severe lesson, and they remained quiet until 1894-95, when a strong force was sent to pacify them. They give some trouble on account of the peculiar tactics which they are so fond of adopting. They can move about the hills very quickly, and make sudden attacks in great force at any point. They then disperse to their respective villages, and assume the appearance of being perfectly peaceable and friendly.

All Musjid, the fort at the foot of the Khyber Pass, which was taken possession of by the Afridis on the 25th inst., was stormed by the Peshawur Valley Field Force, under General Sir Samuel Browne, in 1878. He, with his four brigadiers, Macpherson and Tytler (both, like their chief, V.C. men) and Appleyard and W. B. Browne, attacked the fort and its defences on the 21st November, and captured it on the following day. The Afghan force amounted to 3,800 men, with 24 guns; and our loss was only two officers and 13 men killed, and one officer and 34 wounded. The regiments which took part in the affair included the 4th Rifle Brigade, 1st Leicestershire, 1st Yorkshire Light Infantry, and 2nd North Lancashire.

CANADA AND THE UNITED STATES.

By an order in council the Dominion Government has extended the benefits of the preferential clause in the new Canadian tariff to the Argentine Republic, Austria-Hungary, Bolivia, Colombia, Denmark, Persia, Russia, Sweden, Switzerland, Tunis and Venezuela. They had previously been extended to France, Belgium and Germany. The primary object of the denunciation by Great Britain of the Belgian and German commercial treaties, therefore, was not to enable Canada to make especially favorable trade arrangements with the mother country, but to enable the Dominion Government to have a whack at Uncle Sam. The U.S. ten per cent. differential duty against goods from foreign countries transported over Canadian railways, which "unaccountably slipped into" the Dingley bill, is going to cost American producers a pretty penny through the loss of their trade with their northern neighbor. The New York *Journal of Commerce* says:—The politicians who are now carrying on national affairs desire to injure our trade with Canada as compared with other countries. We are willing to make reciprocal trade concessions with all other American countries, but not with Canada; and yet in spite of trade obstructions Canada is as good a customer as all the rest of the American continent. We are willing to enter into reciprocal trade relations with the countries of Continental Europe, but not with England, by far our best customer, nor with Canada, our best customer on this continent. We are trying to injure the nations that buy hundreds of millions of us, and are soliciting trade favours from the people who buy only hundreds of thousands from us. We have undertaken to proscribe our own commerce if it touches the soil of Canada, and some of our citizens are cackling with delight over the belief that they have struck a heavy blow at the shipping trade of a country whose purchases of our foodstuffs and cotton are absolutely necessary to us, to give our farmers even a reasonable degree of prosperity. With the perfectly obvious fact that the cost of transportation is the only protection the English farmer has, and that the lower it is the less there is deducted from the American farmer's receipts, we have undertaken to make the transport of freight across the Atlantic cost more than it does now. We have struck at the trade of every country, we have turned back the hands upon the clock of our maritime progress, our politicians are groping around in attics and cellars for weapons of commercial warfare that were discarded a century ago, and we are doing this at a time when our manufacturing plants far exceed the requirements of the home market and exports of manufactures are expanding in the most gratifying manner, and when our farmers, barring an exceptional year like the present, have more to fear from foreign competition than ever before.

THE "BONNINGTON."

About nineteen months ago the British steamer *Bonnington*, 2,210 tons, on a voyage from Yokohama to Kobe, "flying light," got into heavy weather, and her boiler stays gave way, with the result that her single eighty-ton boiler took charge of the ship, and knocked her to pieces so terribly that it is a wonder she ever made port again. She was a phenomenon, a curio, a perfectly unique specimen of what British pluck and desperate resourcefulness can do in face of an awful death. When at last in harbour, after helplessly drifting for a month in mid-ocean, given up for lost, and towed into Hongkong still showing a nondescript remnant of a wonderful patchwork sail and an equally wonderful lifeboat improvised out of barrels and bulwarks, she again beat the record as the most hopelessly unmendable wreck that ever had the audacity to stay above water. Hongkong experts looked her over with curious interest, and said "Well, we could put her to rights—but it would be cheaper to build a new ship." So she was sold for the scrap heap; but the purchaser was Japanese, with all the cocksure confidence of his race, and he had her towed to Japan to be refitted, sanguine that he was getting a good ship for a song. Months she lay in Nagasaki, but the Mitsu Bishi people in the end decided that it would not pay them to make her seaworthy at the price. Then she lay for months in Hyogo Bay, till there were more barnacles then boiler plates about her, and finally the Kawasaki dock people declined the contract. Last of all she drifted to Osaka, where some charitable person took pity on her and fixed her up as good as new, from the Japanese point of view. No doubt the figures quoted had undergone revision from time to time, and we believe she changed owners more than once. Now, after all these days of tribulation it is announced that she is ready for sea again, and had a satisfactory trial trip in Osaka Bay on the 16th September. She is named the *Shin-i Maru*, and her proprietor, Mr. Kishimoto, invited a large number of local bankers and shipowners on board. She was to commence running between Hongkong and Nagasaki on September 27th.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

In their *Freight Circular* issued to-day Messrs. Lamka and Rogge report as follows:—

A somewhat healthier tone has pervaded the Freight market since issue of last circular. A material change for the better cannot of course, be looked for during this time of the year, but there is at any rate a fair enquiry for tonnage and rates of freight are steadier than for some time past.

STEAM-FREIGHTS: From recent Saigon advices it would appear that everything has been very favourable so far towards ensuring a plentiful harvest. It is too early yet to ascertain, when the new grain will be available for shipment and as to prospects for the China market; almost everything depends upon the demand from Saigon to Europe during the ensuing season. Prices for old grain still remaining unreasonably high, business is hampered considerably and what little chartering is being done, Saigon to Hongkong, is almost restricted to the sub-letting of the regularly plying time-charter steamers at about 12 cents per picul, the fixing being generally done at Saigon.—The enquiry from Saigon to Kobe has been responded to by the settlement of a "Shan" boat to load 35,000 piculs at 24 cents per picul whilst a small carrier could command a better rate, viz, 27 cents per picul. The demand for Japan continues, several more steamers having also taken the berth at this port again securing full cargoes at 14/15 cents per picul.—From Saigon to Java, a settlement is reported at the enhanced rate of 19 cents per picul and returning to this from 1/2 ports N. C. Java 18 cents per picul has been paid for the steamer.

From Bangkok to this port, chartering has not been resumed; the new crop is said to be very promising again but it is quite an open question whether the China markets will benefit by it. All these last year's prospects at the beginning of the season have looked very encouraging but in spite of that shipments for China have been of an insignificant character, the bulk of the crops' produce always going to Europe.

From Newchwang to Canton, no less than 8 steamers have been fixed during the fortnight at 25/26 cents per picul, a couple of Norw. boats again slipping in at lower rates, viz. 23/24 cents per picul.—Recent Newchwang advices state that since 1861 the crop has not been such a large one as this year and that prices are likely to rule very low. A good chartering business may therefore yet be hoped for, though a good deal depends on how the first arrivals of the new crop's produce will sell at Canton.

Coal freights, though not actually firmer, have maintained their position, business having been done at $1.40 per ton, from Moji to this port, and at this figure more tonnage is wanted. From Otaro or Muroran to this $2.50 per ton has been paid and a Steamer or two could be placed from one of these ports to Singapore at about $3.25 per ton, but tonnage is scarce and higher rates are wanted.

Re-monthly business, suitable Steamers are wanted for periods of not less than 8/9 months, but in most cases, the rates not being sufficiently tempting, owners decline to fix unless for short terms only. One settlement, however, is on record, terms reserved, whilst one more Steamer has been taken up for Singapore account for 1/1 month only.

SAIL-FREIGHTS:—The *Lucy A. Nickels* has nearly completed loading, but the berth for New York has not been augmented by any fresh charter. Sail tonnage might be had slightly cheaper now, there being several disengaged vessels here and at Shanghai, but shippers are keeping aloof, cargo not being overplentiful. Besides, a great many Steamers are advertised for New York and are booking at low rates.

COASTWISE:—No charters effected.)

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on ten years' observations to 1895.

Barometer	29.991
Thermometer	76.3
Humidity	70
Rainfall	4.78

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.92	29.84
Thermometer	77	78
Humidity	92	86
Rainfall	3.29	.....

TO-DAY.

Thursday, 7th October, 1897.

Chinese—*12th of 9th moon of 23rd year of Kwong-si.*
Jewish—*11th Tisri, 5658.*
Mohammedan—*10th Jomada I., 1315.*
Sun—*Rises* ..... *5hr. 55min.*
Sets ..... *5hr. 12min.*
High water—*Morning* ..... *0hr. 21min.*
Afternoon ..... *0hr. 4min.*
Low water—*Morning* ..... *0hr. 18min.*
Afternoon ..... *1hr. 19min.*

ANNIVERSARIES.

1571—Battle of Lepanto.
1840—Abdication of the King of Holland.
1865—Negro rising in Jamaica.
1869—H.R.H. Prince Alfred visited Peking but was not received by the Emperor.
1878—Public meeting in Hongkong to consider the increase of crime in the Colony.
1887—Loss of the British ship *Monarch* off Mindoro.
1891—Charles S. Parnell died.
1892—Death of Tong-king-sing at Tientsin.

TO-MORROW.

Friday, 8th October, 1897.

Chinese—*13th of 9th moon of 23rd year of Kwong-si.*
Jewish—*12th Tisri, 5658.*
Mohammedan—*11th Jomada I., 1315.*
Sun—*Rises* ..... *5hr. 55min.*
Sets ..... *5hr. 51min.*
Moon—*In Equator 10hr. p.m.*
High water—*Morning* ..... *7hr. 27min.*
Afternoon ..... *8hr. 15min.*
Low water—*Morning* ..... *1hr. 9min.*
Afternoon ..... *1hr. 58min.*

ANNIVERSARIES.

1836—The crew of the British lorcha *Arrow* arrested by the Canton officials.
1843—Supplementary Treaty signed at the Bogue.
1871—Great fire at Chicago.
1884—A French landing party repulsed at Tamsui.
1891—Death of Sir John Pope Hennessy.
1894—Death of Lady Robinson wife of Governor Sir Wm. Robinson, K.C.M.G.
1896—Death of the Italian Minister to China in Peking.

MEMORANDA.

SATURDAY.—9th October.

French and Indian mails due.
Volunteers' Camp of Instruction at Stonecutters'.
11.45 a.m.—American mail closes.
Noon.—*Coptic* sails for San Francisco.
9.15 p.m.—Promenade Concert at H. K. V. C. Headquarters.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Oceanien*) 9th inst.
Indian (*Kutsang*) 9th inst.
Australian (*Chingtu*) 14th inst.
Australian (*Omi Maru*) 15th inst.
English (.....) 16th inst.
German (*Sachsen*) 21st inst.

* * *

THE N. P. S. S. Co.'s steamer *Pelican* arrived at Tacoma from Yokohama on the 5th inst.

* * *

THE Imperial German Mail liner *Preussen* left Shanghai *via* Foochow to-day at 9 a.m. and may be expected here on or about Monday the 11th inst.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Kobe at 9.30 p.m. on Tuesday, the 5th, and left at 1 p.m. yesterday for Yokohama, where she was expected to arrive at 1 p.m. to-day, the 7th inst.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Chwunhan	steamer, from	Saigon
Thames	" "	Singapore
Mamnon	" "	Sandakan
Ocampo	" "	Labuan
Pakhoi	" "	Canton

Aggregating 7,131 tons register.

DEPARTURES.

Mirzapore	steamer, for	Europe
Breconshire	" "	Shanghai
Verona	" "	Yokohama
Pakhoi	" "	Shanghai
Nanyang	" "	Canton

Aggregating 8,663 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

City of Rio	at	Kowloon	Dock.
Pasig	"	"	"
Sinkat	"	"	"
Kafpan	"	"	"
Mogul	"	"	"
Lung Tsing	"	"	"
Freja	"	"	"
West York	"	Cosmopolitan	"
Jacob Christensen	"	"	"
Petrarch	"	"	"

PASSED THE CANAL.

OUTWARD—17th September—*Benmohr, Antenor, Delhi Richmond, Indrapura, Senia, Wally.* 21st September—*Manila, Troesa.* 24th September—*Sophie Richmond.* 28th September—*Sachsen, Ulysses, Cam, Sikh, Tristo.* 1st October—*Formosa, Glengarry, Melbourne, Strathallan, Thekla.* 5th October—*Commonwealth.*

HOMEWARD—14th September—*Ernest Simons, Kriemhild.* 21st September—*Ghasse.* 24th September—*Java, Salacia.* 1st October—*Ceylon.* 5th October—*Diomed, Tantalus.*

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—(*Advt.*)

Intimations.

Dr. KNORR'S
ANTIPYRINE
patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.
(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARITION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properites.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S
MIGRAININE
"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE)
(1) Excellent results in *the severest cases of migrainine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an *analeptic*.
☞ Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [135

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1896. [457

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LUTGENS, EINSTMANN & Co.
Hongkong, 11th September 1896. [33

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [1342

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by
PUBLIC AUCTION
TO-MORROW,
(FRIDAY), the 8th October, 1897,
commencing at 3 P.M.,
at his Sales Rooms, Zetland Street, No. 2.
A QUANTITY OF
FINE GOLD AND SILVER JEWELLERY
belonging to the estate of a deceased gentlemen.
Comprising:—
1 GOLD CHRONOMETER, 18 Carat—Repeater—by L. Audemars, Genève.
1 GOLD CHAIN, 2 Pairs SLEEVE-LINKS (Gold and Cameos), GOLD STUDS, Gold and Silver CHARMS, &c., &c., &c.
1 LANCASTER'S WHOLEPLATE POCKET INSTANTOGRAPH, complete with 3 Plateholders.
1 REMINGTON TYPEWRITER.
1 SEXTANT.
Also
A small invoice of American Gold Plated Ladies' and Gentlemen's WATCHES by WALTHAM.
On View at the Undersigned's.
TERMS OF SALE:—Cash on delivery.
PAUL BREWITT,
Auctioneer.
Hongkong, 6th October, 1897. [1529

GOVERNMENT NOTIFICATION.
No. 410.
THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on
MONDAY,
the 11th day of October, 1897, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 24th September, 1897. [1513

Particulars and Conditions of the letting by Public Auction Sale, to be held Monday, the 11th day of October, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND off Wing Fung Street, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
2	Inland Lot 1,630	Wing Fung St.	145	50.6 137.6	18.3	105 70	11,660	374	8,437

PUBLIC AUCTION.
SALE OF VALUABE LEASEHOLD PROPERTY
IN QUEEN'S ROAD.
MESSRS. HUGHES & HOUGH have received instructions from Mr. BRUCE SHEPHERD, the Trustee, to sell by
PUBLIC AUCTION
ON
WEDNESDAY, the 13th day of October, 1897, at 3 P.M.
ON THE PREMISES
Nos. 355 and 357, Queen's Road Central, Victoria, Hongkong,
IN ONE LOT,
All those PIECES or PARCELS of GROUND registered in the Land Office as INLAND LOTS Nos. 543 and 542 with the *messuages or tenements* thereon known as Nos. 355 and 357, Queen's Road Central (abutting on the Western Market).
The properties are held under Leases direct from the Crown for the respective terms of 999 years each from the 16th November, 1897, under the usual terms and conditions contained in the Crown Leases of this Colony.
The annual Crown Rent of Inland Lot 543 is £1 13s. 9d. ($8.10), and of Inland Lot 542, £1 18s. 7d. ($7.82).
The whole of the premises are let in one letting to a monthly tenant at $120 per month (the landlord paying the outgoings), but as the houses contain only two stories and a basement the rent might be considerably increased if the houses be rebuilt to the height of the adjoining premises.
For further Particulars and conditions of Sale, apply to
H. L. DENNYS,
Solicitor for the Vendor,
64, Queen's Road Central,
or to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd October, 1897. [1510

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILOONG,"
Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 8th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 7th October, 1897. [1520

NORTHERN PACIFIC STEAMSHIP COMPANY.
AND
OREGON RAILROAD AND NAVIGATION COMPANY.
FOR
PORTLAND, OREGON,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Mogul	3,054	Tuesday	Oct. 12.
S.S.	.....	Tuesday	Nov. 16
Braemar	3,601	Tuesday	Dec. 14.

THE Steamship
"MOGUL,"
Captain, Wright, sailing at Noon, on TUESDAY, the 12th October, will proceed to PORTLAND, OREGON, *via* MOJI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 22nd September, 1897. [1458

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR MARSEILLES, LONDON AND ANTWERP,
VIA STRAITS, COLOMBO AND PORT SAID.
THE Company's Steamship
"KAWACHI MARU,"
Captain J. S. Thompsen, will be despatched as above on FRIDAY, the 15th instant, at 4 P.M.
This Steamer is fitted with Superior Accommodation for First and Second-class Passengers and is lighted by Electricity throughout.
A duly qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 1st October, 1897. [1503

"RICKMERS" REGULAR LINE OF STEAMERS.
FOR BREMEN AND HAMBURG.
THE Company's Steamship
"MARIA RICKMERS,"
Captain Berg, will be despatched as above on FRIDAY, the 15th October.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 25th September, 1897 [1477

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS AND COLOMBO.
(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"OANFA,"
Captain John A. Davies, will be despatched as above on or about the 20th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 1st October, 1897. [1504

SAILING VESSEL.
FOR SAN FRANCISCO.
THE 100 A1 British Ship
"FALLS OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 4th February, 1897. [244

FOR SAN FRANCISCO.
THE 100 A I British Bark
"HEATHBANK,"
McKechnie, Master, shortly expected, will load here for the above Port, and will have quick despatch.
SHEWAN, TOMES & Co.
Hongkong, 17th June, 1897. [957

FOR BALTIMORE.
THE 3/3 L. I. I. American Ship
"ISAAC REED,"
Captain Waldo, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 26th August, 1897. [1322

FOR BALTIMORE.
THE 100 *A. I.* Hawaiian Bark
"IOLANI,"
Captain C. C. McClure, is loading here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & CO.
Hongkong, 21st September, 1897. [1446

FOR NEW YORK.
THE 3/3 *A. I. I.* American ship
"ABNER COBURN,"
Captain M. L. Park, is loading here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & CO.
Hongkong, 21st September, 1897. [1447

STEAMERS.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ENERGIA,"
to sail about 8th October, 1897.
S.S. "MACDUFF," to sail about 30th Oct., '97.
S.S. "CROMARTY," to sail about 27th Nov.
S.S. "SIKH," to sail about 10th Dec., 1897.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 25th September, 1897. [1133

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched as above on SATURDAY, the 9th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th October, 1897. [1517

"SHELL" LINE OF STEAMERS.
FOR MARSEILLES.
THE Company's Steamship
"COWRIE,"
Captain Parsons, will be despatched as above on MONDAY, the 11th October.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 5th October, 1897. [1476

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"LIGHTNING,"
Captain J. G Spence, will be despatched for the above Ports on TUESDAY, the 12th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 5th October, 1897. [1522

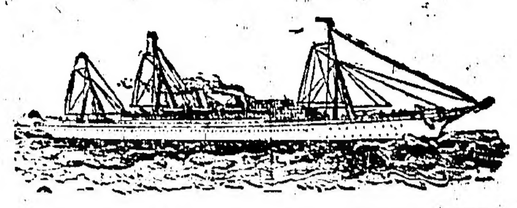
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"LIV,"
T. Hansen, Master, will be despatched for the above port on or about the 12th October.
To be followed by the
S.S. "ST. NINIAN," on or about 31st Oct.
S.S. "FALLODON HALL" on or about 15th Nov.
S.S. "YARROWDALE" on or about 30th Nov.
S.S. "FERNFIELD" on or about 15th Dec.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 2nd October, 1897. [1448

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)
THE Steamship,
"GUTHRIE,"
Captain Craig, will be despatched for the above Ports on WEDNESDAY, the 13th instant, at 3 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th September, 1897. [1487

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"DARDANUS,"
Captain Gregory, will be despatched as above on THURSDAY, the 14th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st October, 1897. [1505

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 27th October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 22nd December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 1st September, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 9th Oct., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 28th Oct., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 18th Nov., at Noon.
THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 9th October, 1897, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [8

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 16th May, 1896. [39

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 19th Oct., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama ..... Tuesday, 9th Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 27th Nov., at Noon.
THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 19th October, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 24th August, 1897. [1

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY, SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. SAVOS MONEY.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [81

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen	Tuesday...	12th Oct.
Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday...	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.
Preussen	Tuesday...	1st Feb.
Sachsen	Tuesday...	1st March.

ON TUESDAY, the 12th day of October, 1897, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Neirich, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on SATURDAY, the 9th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 11th Oct., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 11th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 20th September, 1897. [1408

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.
VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Columbia.....	2,605	Tuesday ...	Oct. 19.
Tacoma	2,549	Tuesday ...	Nov. 9.
Victoria	3,167	Tuesday ...	Nov. 30.
Olympia	2,608	Tuesday ...	Dec. 21.
Columbia.....	2,605	Tuesday ...	Jan. 11.
Tacoma	2,549	Tuesday ...	Feb. 1.

THE Steamship
"COLUMBIA,"
Capt. W. Hill, sailing at Noon, on TUESDAY, the 19th October, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 7th September, 1897. [4

Intimations.

LAND AND SEA MAY LIE BETWEEN YOU AND
Chicago, U.S.A.
No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Books on every subject.
To introduce to you our immense facilities we will send free of charge to you or any other foreign resident our "Buyers' Guide," a 2½ pound book, 700 pages, 12,000 illustrations, 40,000 descriptions—invaluable in ordering—and our "Hand Book for Foreign Buyers," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.
Montgomery Ward & Co.
111 to 116 Michigan Ave. Chicago, U.S.A.

SIRENTING,
SURGEON DENTIST,
No. 11, AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1897. [43

Printed and Published by CHESNEY DUNCAN at No. 2, Pedder's Hill, in the City of Victoria.